

2006

**Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates**

where available

Jurisdiction Report

08

Bath County

Prepared By

**Virginia Department of Transportation
Traffic Engineering Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the K Factor estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Design Hour Factor (K Factor) of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems



Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.



US Route



Virginia State Route



Frontage Road (F precedes frontage route number)



Secondary Route

Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve Route connector



P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.



The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Traffic Engineering Division
2006
Annual Average Daily Traffic Volume Estimates By Section of Route
Bath Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: West Virginia State Line															
39	Bath County	4.59	400	F	95%	0%	1%	1%	3%	0%	F	0.103	F	0.57	420	F
	To: W 08-600															
39	Bath County	9.94	510	F	95%	0%	1%	1%	3%	0%	F	0.101	F	0.518	530	F
	To: 08-687 West of Warm Springs															
39	Bath County	2.97	1400	F	95%	0%	1%	1%	3%	0%	C	0.097	F	0.585	1400	F
	To: US 220 Warm Springs															
39 220	Bath County	0.19	2700	F	91%	1%	2%	1%	5%	0%	F	0.089	F	0.526	2800	F
	To: US 220 North of Warm Springs															
39	Bath County	4.38	1600	F	93%	0%	2%	1%	3%	0%	F	0.092	F	0.520	1700	F
	To: 08-630															
39 Mt. Valley Rd	Bath County	8.67	1600	F	93%	0%	2%	1%	3%	0%	F	0.103	F	0.534	1600	F
	To: SR 42 Millboro Springs															
39 42	Bath County	5.73	1500	F	93%	0%	2%	1%	3%	0%	F	0.090	F	0.562	1600	F
	To: Rockbridge County Line															
	From: Alleghany County Line															
42	Bath County	6.03	710	F	90%	0%	2%	5%	3%	0%	C	0.097	F	0.591	730	F
	To: 08-632															
42	Bath County	5.54	830	F	90%	0%	2%	5%	3%	0%	F	0.090	F	0.5	850	F
	To: SR 39 Millboro Springs															
42 39	Bath County	5.73	1500	F	93%	0%	2%	1%	3%	0%	F	0.090	F	0.562	1600	F
	To: Rockbridge County Line															
	From: Alleghany County Line															
220	Bath County	7.49	2700	F	94%	1%	1%	2%	3%	0%	C	0.096	F	0.558	2800	F
	To: 08-658 Hot Springs															
220	Bath County	5.43	4100	F	94%	1%	1%	2%	3%	0%	F	0.086	F	0.516	4200	F
	To: SR 39 Warm Springs															
220 39	Bath County	0.19	2700	F	91%	1%	2%	1%	5%	0%	F	0.089	F	0.526	2800	F
	To: SR 39 North of Warm Springs															
220	Bath County	4.17	1000	F	91%	1%	2%	1%	5%	0%	C	0.09	F	0.657	1100	F
	To: 08-614															
220 Stuart Hwy	Bath County	5.56	670	F	91%	1%	2%	1%	5%	0%	F	0.09	F	0.653	690	F
	To: 08-623															
220 Stuart Hwy	Bath County	4.11	580	F	91%	1%	2%	1%	5%	0%	F	0.108	F	0.735	600	F
	To: Highland County Line															

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Bath Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Bath County																	
(600)	7.50	90	R								NA			NA		03/24/2003	
(600)	Big Back Cr	14.48	160	F	92%	1%	2%	1%	4%	0%	C	0.196	F	0.973	170	F	2006
(601)		3.29	70	R							NA			NA		09/27/2006	
(601)		2.31	30	R							NA			NA		09/27/2006	
(602)		0.51	40	R							NA			NA		09/11/2006	
(603)		3.57	70	R							NA			NA		09/27/2006	
(603)		3.91	60	R							NA			NA		09/27/2006	
(603)		0.07	60	R							NA			NA		09/27/2006	
(603)		0.40	100	R							NA			NA		03/27/2003	
(605)		1.60	30	R							NA			NA		09/27/2006	
(605)		0.80	80	R							NA			NA		03/27/2003	
(606)		1.40	560	R							NA			NA		09/21/2006	
(607)		0.30	30	R							NA			NA		09/27/2006	
(607)		3.70	40	R							NA			NA		03/24/2003	
(608)		0.40	100	R							NA			NA		03/27/2003	
(609)		2.68	210	R							NA			NA		09/19/2006	
(609)		3.70	80	R							NA			NA		09/19/2006	
(609)		3.90	80	R							NA			NA		03/17/2003	
(609)		0.80	190	R							NA			NA		09/19/2006	
(609)	Dry Run Rd	2.60	80	F	93%	0%	3%	1%	3%	0%	C	0.154	F	0.714	80	F	2006
(610)		0.11	40	R							NA			NA		03/27/2003	

Virginia Department of Transportation
Traffic Engineering Division
2006
Annual Average Daily Traffic Volume Estimates By Section of Route
Bath Maintenance Area

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						2Axle	3+Axle	1Trail	2Trail							
Bath County																
(611)	1.11	1400	R													04/03/2003
(612)	0.08	350	R													09/21/2006
(612)	0.85	300	R													03/27/2003
(613)	0.55	210	R													09/21/2006
(614) Muddy Run Rd	9.30	200	F	98%	1%	0%	0%	1%	0%	C	0.130	F	0.786	210	F	2006
(614)	0.35	110	R													09/19/2006
(614)	3.75	90	R													09/19/2006
(614)	0.80	70	R													03/17/2003
(614)	0.53	70	R													03/17/2003
(615)	1.42	1200	F	98%	0%	1%	0%	0%	0%	F	0.102	F	0.660	1200	F	2006
(615)	0.67	1300	F	98%	0%	1%	0%	0%	0%	F	0.096	F	0.648	1300	F	2006
(615)	0.79	1800	F	98%	0%	1%	0%	0%	0%	C	0.103	F	0.605	1900	F	2006
(616)	0.20	270	R													03/27/2003
(617)	0.35	210	R													09/21/2006
(618)	3.00	46	R													09/27/2006
(618)	0.60	70	R													09/27/2006
(618)	0.70	130	R													09/19/2006
(619) Court House Hill Rd	0.20	1200	F	98%	1%	1%	0%	0%	0%	C	0.094	F	0.504	1300	F	2006
(619)	0.35	260	R													09/19/2006
(620)	1.35	20	R													03/24/2003
(620)	0.20	160	R													09/19/2006

Virginia Department of Transportation
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2006
Annual Average Daily Traffic Volume Estimates By Section of Route
Bath Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Bath County																
621	2.93	310	R											NA		03/24/2003
622	0.90	40	R											NA		03/13/2000
623	1.70	120	R											NA		03/27/2003
623	0.27	120	R											NA		03/27/2003
624	5.50	60	R											NA		03/17/2003
625	7.60	130	R											NA		09/19/2006
626	0.40	30	R											NA		09/19/2006
627	5.10	40	R											NA		09/11/2006
628	0.50	30	R											NA		09/19/2006
628	0.30	40	R											NA		03/17/2003
629	2.94	580	F	99%	0%	0%	0%	0%	0%	C	0.115	F	0.528	590	F	2006
629	11.19	140	F	99%	0%	0%	0%	0%	0%	F	0.111	F	0.594	140	F	2006
629	1.29	260	F	99%	0%	0%	0%	0%	0%	F	0.118	F	0.636	270	F	2006
629	0.57	290	F	99%	0%	1%	0%	0%	0%	F	0.093	F	0.54	300	F	2006
629	5.73	80	F	99%	0%	1%	0%	0%	0%	C	0.103	F	0.6	80	F	2006
629	5.58	170	F	99%	0%	1%	0%	0%	0%	F	0.14	F	0.674	180	F	2006
629	5.03	230	F	99%	0%	1%	0%	0%	0%	F	0.117	F	0.571	240	F	2006
630	1.35	40	R											NA		03/17/2003
631	0.30	6	R											NA		09/11/2006
631	0.40	60	R											NA		09/11/2006
632	0.55	20	R											NA		09/11/2006

Virginia Department of Transportation
 Traffic Engineering Division
 2006
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Bath Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Bath County																
(633)	2.50	30	R								NA			NA		09/11/2006
(633)	1.82	210	R								NA			NA		03/17/2003
(633)	0.79	680	R								NA			NA		03/17/2003
(633)	2.20	230	R								NA			NA		09/11/2006
(633)	4.30	170	R								NA			NA		09/11/2006
(633)	3.70	50	R								NA			NA		09/11/2006
(634)	0.65	30	R								NA			NA		09/11/2006
(635) Walker Rd	1.68	900	F	96%	1%	1%	0%	1%	0%	C	0.131	F	0.517	920	F	2006
(635)	3.84	120	R								NA			NA		03/13/2003
(635)	1.26	60	R								NA			NA		03/13/2003
(636)	0.20	70	R								NA			NA		09/11/2006
(636)	0.40	50	R								NA			NA		09/11/2006
(637)	0.45	100	R								NA			NA		03/17/2003
(637)	0.45	60	R								NA			NA		09/21/2006
(637)	0.35	20	R								NA			NA		09/11/2006
(638)	0.70	80	R								NA			NA		03/24/2003
(639)	0.60	30	R								NA			NA		09/27/2006
(640)	0.91	220	R								NA			NA		03/13/2003
(640)	2.50	150	R								NA			NA		09/11/2006
(640)	3.40	80	R								NA			NA		03/13/2003
(640)	2.60	50	R								NA			NA		06/26/2003
(641)	1.40	30	R								NA			NA		09/11/2006

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 2006
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 Bath Maintenance Area

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						2Axle	3+Axle	1Trail	2Trail							
Bath County																
642	0.25	150	R			From: Dead End					NA			NA		09/19/2006
						To: US 220										
643	0.45	10	R			From: Dead End					NA			NA	09/11/2006	
						To: SR 39										
644	0.10	10	R			From: 08-615					NA			NA	09/21/2006	
						To: 08-674										
645	0.05	70	R			From: Dead End					NA			NA	09/19/2006	
						To: 08-619 Court House Hill Rd										
645	0.20	1000	F	99%	0%	0%	0%	0%	0%	C	0.097	F	0.619	1100	F	2006
646	0.30	160	R			From: SR 220					NA			NA	03/27/2003	
						To: 08-618										
647	0.27	100	R			From: Dead End					NA			NA	09/21/2006	
						To: 08-681										
647	0.30	220	R			From: 08-681					NA			NA	09/21/2006	
						To: US 220										
648	0.44	300	R			From: Dead End					NA			NA	03/27/2003	
						To: US 220										
649	0.40	150	R			From: 08-648					NA			NA	09/19/2006	
						To: 08-656										
649	0.70	90	R			From: 08-656					NA			NA	03/24/2003	
						To: US 220										
650	0.10	40	R			From: Dead End					NA			NA	09/21/2006	
						To: 08-616										
650	0.05	160	R			From: 08-616					NA			NA	03/27/2003	
						To: 08-610										
650	0.21	120	R			From: 08-610					NA			NA	09/21/2006	
						To: Dead End										
651	0.15	60	R			From: Dead End					NA			NA	03/27/2003	
						To: US 220										
652	0.72	49	R			From: Dead End					NA			NA	03/24/2003	
						To: 08-631										
653	0.12	70	R			From: US 220					NA			NA	09/21/2006	
						To: Dead End										
654	0.74	30	R			From: 08-640					NA			NA	09/11/2006	
						To: Dead End										
655	0.31	30	R			From: Dead End					NA			NA	09/11/2006	
						To: 0.31 ME Dead End										
655	0.34	20	R			From: 0.31 ME Dead End					NA			NA	03/17/2003	
						To: SR 42										

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 Traffic Engineering Division
 2006
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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Bath County																
(656)	0.05	70	R											NA		03/27/2003
(656)	0.30	170	R											NA		09/19/2006
(657)	0.50	50	R											NA		09/19/2006
(658)	0.18	1700	R											NA		03/27/2003
(659)	0.08	170	R											NA		09/21/2006
(660)	0.24	170	R											NA		09/19/2006
(661)	0.13	140	R											NA		09/19/2006
(662)	0.12	90	R											NA		03/24/2003
(662)	0.10	30	R											NA		09/19/2006
(663)	0.85	10	R											NA		09/11/2006
(664)	0.33	20	R											NA		09/11/2006
(665)	0.05	10	R											NA		09/11/2006
(665)	0.25	80	R											NA		03/24/2003
(666)	0.10	30	R											NA		09/21/2006
(666)	0.20	530	R											NA		03/02/2000
(666)	0.22	210	R											NA		03/24/2003
(667)	0.16	50	R											NA		03/17/2003
(668)	0.10	420	R											NA		03/17/2003
(669)	0.15	170	R											NA		03/27/2003
(670)	0.16	60	R											NA		09/19/2006

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2006
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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Bath County																
(671)	0.09	20	R											NA		09/21/2006
(672)	0.36	30	R											NA		09/19/2006
(673)	0.23	40	R											NA		03/24/2003
(674)	0.09	60	R											NA		09/21/2006
(675)	0.39	60	R											NA		09/19/2006
(676)	0.35	30	R											NA		03/27/2003
(677)	0.09	40	R											NA		03/24/2003
(678)	1.48	240	R											NA		03/17/2003
(678)	4.78	280	R											NA		09/11/2006
(678)	0.94	230	F	93%	0%	2%	3%	2%	0%	C	0.116	F	0.6	240	F	2006
(678)	4.20	130	R											NA		03/17/2003
(678)	2.26	290	R											NA		09/19/2006
(678)	3.65	200	R											NA		03/17/2003
(678)	0.45	100	R											NA		09/19/2006
(679)	0.09	20	R											NA		09/27/2006
(679)	0.03	100	R											NA		09/27/2006
(679)	0.03	40	R											NA		03/24/2003
(680)	0.73	120	R											NA		09/19/2006
(681)	0.21	45	R											NA		03/27/2003
(682)	0.30	1000	R											NA		03/24/2003
(683)	1.80	20	R											NA		09/19/2006

Virginia Department of Transportation
Traffic Engineering Division
2006
Annual Average Daily Traffic Volume Estimates By Section of Route
Bath Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Bath County																
(684)	0.30	190	R								NA		NA			09/21/2006
(685)	0.25	260	R								NA		NA			09/21/2006
(685)	0.08	60	R								NA		NA			03/27/2003
(686)	0.08	10	R								NA		NA			09/27/2006
(687)	5.68	990	F	98%	1%	1%	0%	1%	0%	F	0.106	F	0.708	1000	F	2006
(687)	2.04	370	F	98%	1%	1%	0%	1%	0%	F	0.091	F	0.684	380	F	2006
(687)	3.71	590	F	98%	1%	1%	0%	1%	0%	C	0.089	F	0.576	610	F	2006
(688)	0.39	20	R								NA		NA			09/19/2006
(689)	0.15	60	R								NA		NA			09/11/2006
(690)	0.11	50	R								NA		NA			09/11/2006
(691)	0.10	20	R								NA		NA			09/21/2006
(691)	0.15	20	R								NA		NA			09/21/2006
(692)	0.09	760	F	99%	0%	0%	0%	0%	0%	C	0.104	F	0.632	780	F	2006
(692)	0.26	170	G	98%	0%	2%	0%	0%	0%	C	NA		170	G		2006
(693)	1.19	80	R								NA		NA			03/27/2003
(694)	2.45	80	R								NA		NA			09/19/2006
Highland County																
(694)	0.10	80	N								NA		NA			09/19/2006
Bath County																
(695)	0.25	NA									NA		NA			
(696)	0.31	200	R								NA		NA			03/27/2003

Virginia Department of Transportation
Traffic Engineering Division
2006
Annual Average Daily Traffic Volume Estimates By Section of Route
Bath Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Bath County																
697	0.15	70	R				08-696				NA			NA		09/21/2006
							08-611									
698	0.12	170	R				08-633				NA			NA		09/21/2006
							08-635 Walker Rd									
699	0.12	170	R				08-700				NA			NA		03/27/2003
							US 220									
700	0.23	120	R				Dead End				NA			NA		09/21/2006
							08-699									
701	0.09	90	R				Dead End				NA			NA		03/24/2003
							08-679									
702	0.09	120	R				08-687				NA			NA		09/27/2006
							Dead End									
703	4.96	70	R				Alleghany County Line				NA			NA		03/27/2003
							Dead End									
704	0.12	20	R				Dead End				NA			NA		09/21/2006
							0.12 MN Dead End									
704	0.08	20	R				08-637				NA			NA		09/21/2006
							08-600 Big Back Cr									
705	0.30	140	R				08-600 Big Back Cr				NA			NA		03/24/2003
							Dead End									
706	0.17	20	R				Dead End				NA			NA		03/27/2003
							08-696									
707	0.04	200	R				08-637				NA			NA		03/17/2003
							08-633									
708	0.10	140	R				Cul-de-Sac				NA			NA		03/27/2003
							08-611									
710	0.35	100	R				08-635 Walker Rd				NA			NA		09/21/2006
							Dead End									
711	0.30	49	R				Dead End				NA			NA		03/17/2003
							08-633									
714	0.20	160	R				US 220				NA			NA		09/21/2006
							Dead End									
715	0.25	NA					08-682; 08-9584				NA			NA		
							Dead End									
724	0.10	90	R				Dead End				NA			NA		03/27/2003
							08-684									
1001	3.77	190	R				Dead End				NA			NA		04/03/2003
							Douthat State Park									

Virginia Department of Transportation
 Traffic Engineering Division
 2006
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Bath Maintenance Area

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						2Axle	3+Axle	1Trail	2Trail							
Bath County																
1025	0.04	NA				From: 08-633					NA			NA		
						To: 08-1026										
1026	0.28	NA				From: Cul-de-Sac					NA			NA		
						To: Cul-de-Sac										
9584	0.17	540	R			From: 08-682					NA			NA		09/19/2006
						To: New Valley High Sch										
9930	0.20	750	R			From: SR 220					NA			NA		03/27/2003
						To: Valley Elem School										